

The following sample questions for the helicopter airline transport pilot (ATH) (135) tests are suitable study questions for the ATH (135) and ATP helicopter added rating (ARH). The full ATH test is 80 questions; the ARH is 50 questions.

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SAMPLE ATP EXAM:

PLT470

1. What corrective action can a pilot take to prevent a retreating blade stall at its onset?
 - A. Reduce collective pitch and increase rotor RPM.
 - B. Reduce collective pitch and decrease rotor RPM.
 - C. Increase collective pitch and increase rotor RPM.

PLT237

2. Why are the rotor blades more efficient when operating in ground effect?
 - A. Induced drag is reduced.
 - B. Downwash velocity is accelerated.
 - C. Induced angle of attack is increased.

PLT248

3. What is the relationship of the rate of turn with the radius of turn with a constant angle of bank but increasing airspeed?
 - A. Rate will decrease and radius will increase.
 - B. Rate and radius will increase.
 - C. Rate will increase and radius will decrease.

PLT248

4. What result does a level turn have on the total lift required and load factor with a constant airspeed?
 - A. Lift required remains constant, and the load factor increases.
 - B. Both total lift required and load factor increase.
 - C. Lift required increases, and the load factor decreases.

PLT310

5. What is the ratio between the total load supported by the rotor disc and the gross weight of a helicopter in flight?
 - A. Load factor.
 - B. Aspect ratio.
 - C. Power loading.

PLT170

6. What is the difference between a visual and a contact approach?
 - A. A visual approach is an IFR authorization while a contact approach is a VFR authorization.
 - B. Both are the same but classified according to the party initiating the approach.
 - C. A visual approach is initiated by ATC while a contact approach is initiated by the pilot.

PLT370

7. An ATC 'instruction'
- A. is the same as an ATC 'clearance.'
 - B. must be 'read back' in full to the controller and confirmed before becoming effective.
 - C. is a directive issued by ATC for the purpose of requiring a pilot to take a specific action.

PLT048

8. (Refer to appendix 2, figure 37.) What is the maximum gross weight for hovering in ground effect at 3,000 feet pressure altitude and +25 °C?
- A. 16,600 pounds.
 - B. 17,300 pounds.
 - C. 14,700 pounds.

PLT009

9. (Refer to appendix 2, figure 36.) Given the following conditions, what is the maximum allowable measured gas temperature (MGT) during the power assurance check?

Engine torque	57 percent
Pressure altitude	2,500 ft
Temperature (OAT)	+5 °C

- A. 815 °C.
- B. 810 °C.
- C. 828 °C.

PLT012

10. (Refer to appendix 2, figures 113 and 114.) What TAS would be required to arrive at POM VORTAC 1 hour after passing DAG VORTAC?

- A. 102 knots.
- B. 108 knots.
- C. 105 knots.

PLT012

11. (Refer to appendix 2, figures 184, 186, 187, 188, and 188A.) What is the minimum fuel required under 14 CFR part 135 for this IMC helicopter flight from LAS to PVU? The visibility is forecast to be 1.5 SM over the entire route.

- A. 1,304 pounds.
- B. 1,224 pounds.
- C. 985 pounds.

PLT012

12. (Refer to appendix 2, figures 197, 199, and 200.) What is the ETE for the IFR helicopter flight from Eagle County Regional to Salt Lake City Intl? (PUC to FFU should read "14000" for altitude. Use PUC magnetic variation for entire problem.)

- A. 1 hour 28 minutes.
- B. 1 hour 31 minutes.
- C. 1 hour 35 minutes.

PLT214

13. What is the reason for variations in geometric pitch along a propeller or rotor blade?
- A. It permits a relatively constant angle of incidence along its length when in cruising flight.
 - B. It permits a relatively constant angle of attack along its length when in cruising flight.
 - C. It prevents the portion of the blade near the hub or root from stalling during cruising flight.

PLT470

14. Which type rotor system is more susceptible to ground resonance?
- A. Rigid rotor system.
 - B. Fully articulated rotor system.

C. Semi-rigid rotor system.

PLT472

15. What type frequency vibration is associated with the main rotor system?

- A. Medium frequency.
- B. High frequency.
- C. Low frequency.

PLT472

16. What type frequency vibration is associated with a defective transmission?

- A. Medium frequency.
- B. Low frequency.
- C. High frequency.

PLT147

17. Which color on a tri-color VASI is a 'low' indication?

- A. Green.
- B. Amber.
- C. Red.

PLT112

18. What is a helicopter pilot's responsibility when cleared to 'air taxi' on the airport?

- A. Taxi direct to destination as quickly as possible.
- B. Taxi below 100 feet AGL avoiding other aircraft and personnel.
- C. Taxi at hover altitude using taxiways.

PLT509

19. Wingtip vortices created by large aircraft tend to

- A. sink below the aircraft generating the turbulence.
- B. accumulate and remain for a period of time at the point where the takeoff roll began.
- C. rise from the surface to traffic pattern altitude.

PLT162

20. A minimum instrument altitude for enroute operations off of published airways which provides obstruction clearance of 1,000 feet in nonmountainous terrain areas and 2,000 feet in designated mountainous areas within the United States is called

- A. Minimum Obstruction Clearance Altitude (MOCA).
- B. Minimum Safe/Sector Altitude (MSA).
- C. Off-Route Obstruction Clearance Altitude (OROCA).

PLT170

21. How should the pilot execute a pinnacle-type approach to a rooftop heliport in conditions of high wind and turbulence?

- A. Steeper-than-normal approach, maintaining the desired angle of descent with collective.
- B. Shallow approach, maintaining a constant line of descent with cyclic.
- C. Normal approach, maintaining a slower-than-normal rate of descent with cyclic.

PLT208

22. What corrective action can a pilot take to recover from settling with power?

- A. Decrease forward speed and partially raise collective pitch.
- B. Increase forward speed and partially lower collective pitch.
- C. Increase forward speed and raise collective pitch.

PLT225

23. To assure expeditious handling of a civilian air ambulance flight, the word 'LIFEGUARD' should be entered in which section of the flight plan?

- A. Aircraft type/special equipment block.
- B. Remarks block.
- C. Pilot's name and address block.

PLT205

24. What is the effect of alcohol consumption on functions of the body?

- A. Alcohol has an adverse effect, especially as altitude increases.
- B. Alcohol has little effect if followed by equal quantities of black coffee.
- C. Small amounts of alcohol in the human system increase judgment and decision-making abilities.

PLT280

25. Sudden penetration of fog can create the illusion of

- A. leveling off.
- B. pitching up.
- C. pitching down.

PLT097

26. What is a symptom of carbon monoxide poisoning?

- A. Rapid, shallow breathing.
- B. Dizziness.
- C. Pain and cramping of the hands and feet.

PLT171

27. What action should a pilot take if asked by ARTCC to 'VERIFY 9,000' and the flight is actually maintaining 8,000?

- A. Immediately climb to 9,000.
- B. Report maintaining 8,000.
- C. Report climbing to 9,000.

PLT083

28. Under what condition may a pilot file an IFR flight plan containing a special or privately owned IAP?

- A. Upon signing a waiver of responsibility.
- B. Upon approval of the owner.
- C. Upon approval of ATC.

PLT277

29. Which of the following are required for a helicopter ILS approach with a decision height lower than 200 feet HAT?

- A. Special aircrew training and aircraft certification.
- B. Both a marker beacon and a radio altimeter.
- C. ATP helicopter certificate and CAT II certification.

PLT349

30. Obstacles in most areas where 'Copter GPS' instrument approaches are needed, require the approach speed must be limited to

- A. 70 knots on final and missed approach segments.
- B. 60 knots on all segments except the missed approach.
- C. 80 knots on initial and final segments.

PLT323

31. What does "UNREL" indicate in the following GPS and WAAS NOTAM :BOS BOS WAAS LPV AND LNAV/VNAV MNM UNREL WEF 0305231700 - 0305231815?

- A. Satellite signals are currently unavailable to support LPV and LNAV/VNAV approaches to the Boston airport.

- B. The predicted level of service, within the time parameters of the NOTAM, may not support LPV approaches.
- C. The predicted level of service, within the time parameters of the NOTAM, will not support LNAV/VNAV and MLS approaches.

PLT354

32. A GPS missed approach requires that the pilot take action to sequence the receiver
- A. over the MAWP.
 - B. after the MAWP.
 - C. just prior to the MAWP.

PLT420

33. A pilot employed by an air carrier and/or commercial operator may conduct GPS/WAAS instrument approaches
- A. if they are not prohibited by the FAA-approved aircraft flight manual and the flight manual supplement.
 - B. only if approved in their air carrier/commercial operator operations specifications.
 - C. only if the pilot was evaluated on GPS/WAAS approach procedures during their most recent proficiency check.

PLT087

34. (Refer to appendix 2, figure 124.) A pilot receives this ATC clearance: '...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...'
What is the recommended procedure to enter the holding pattern?
- A. Teardrop only.
 - B. Direct only.
 - C. Parallel only.

PLT116

35. Pilots are not authorized to fly a published RNAV or RNP procedure unless it is retrievable by the procedure name from
- A. the aircraft navigation database, or manually loaded with each individual waypoint in the correct sequence.
 - B. the aircraft navigation database, or manually loaded with each individual waypoint and verified by the pilot(s).
 - C. the aircraft navigation database.

PLT354

36. If Receiver Autonomous Integrity Monitoring (RAIM) is not available when setting up for GPS approach, the pilot should
- A. continue to the MAP and hold until the satellites are recaptured.
 - B. proceed as cleared to the IAF and hold until satellite reception is satisfactory.
 - C. select another type of approach using another type of navigation aid.

PLT354

37. If the missed approach is not activated, the GPS receiver will display
- A. an extension of the inbound final approach course.
 - B. an extension of the outbound final approach course.
 - C. an extension of the outbound final approach course, and the ATD will increase from the MAWP.

PLT355

38. (Refer to appendix 2, figures 142 and 143.) To which aircraft position does HSI presentation 'D' correspond?
- A. 4.
 - B. 17.

C. 15.

PLT358

39. Within what frequency range does the localizer transmitter of the ILS operate?

- A. 108.10 to 111.95 MHz.
- B. 108.10 to 118.10 MHz.
- C. 108.10 to 117.95 MHz.

PLT091

40. (Refer to appendix 2, figure 125.) Which RMI illustration indicates the aircraft is located on the 055° radial of the station and heading away from the station?

- A. 2.
- B. 1.
- C. 3.

PLT361

41. How does the SDF differ from an ILS LOC?

- A. SDF - 15° usable off course indications, ILS - 35°.
- B. SDF - 6° or 12° wide, ILS - 3° to 6°.
- C. SDF - offset from runway plus 4° minimum, ILS - aligned with runway.

PLT087

42. (Refer to appendix 2, figure 123.) You receive this ATC clearance:

'...CLEARED TO THE ABC VORTAC. HOLD SOUTH ON THE ONE EIGHT ZERO RADIAL...'

What is the recommended procedure to enter the holding pattern?

- A. Direct only.
- B. Parallel only.
- C. Teardrop only.

PLT276

43. When is the course deviation indicator (CDI) considered to have a full-scale deflection?

- A. When the CDI deflects from full-scale left to full-scale right, or vice versa.
- B. When the CDI deflects from half-scale left to half-scale right, or vice versa.
- C. When the CDI deflects from the center of the scale to full-scale left or right.

PLT300

44. Which indication may be received when a VOR is undergoing maintenance and is considered unreliable?

- A. An automatic voice recording stating the VOR is out-of-service for maintenance.
- B. Identifier is preceded by 'M' and an intermittent 'OFF' flag might appear.
- C. Coded identification T-E-S-T.

PLT432

45. Operational control of a flight refers to

- A. exercising the privileges of pilot in command of an aircraft.
- B. the specific duties of any required crewmember.
- C. exercising authority over initiating, conducting, or terminating a flight.

PLT405

46. Each crewmember shall have readily available for individual use on each flight a

- A. flashlight in good working order.
- B. key to the flight deck door.
- C. certificate holder's manual.

PLT444

47. Assuring that appropriate aeronautical charts are aboard an aircraft is the responsibility of the

- A. flight navigator.
- B. pilot in command.
- C. aircraft dispatcher.

PLT420

48. Under what conditions may an air carrier pilot continue an instrument approach to the DH, after receiving a weather report indicating that less than minimum published landing conditions exist at the airport?

- A. If the instrument approach is conducted in a radar environment.
- B. When the weather report is received after the pilot has begun the final approach segment of the instrument approach.
- C. When the weather report is received as the pilot passes the FAF.

PLT449

49. If a flight crewmember completes a required annual flight check in December 1987 and the required annual recurrent flight check in January 1989, the latter check is considered to have been taken in

- A. January 1989.
- B. November 1988.
- C. December 1988.

PLT437

50. Which is a requirement for life preservers during extended overwater operations? Each life preserver must be equipped with

- A. one flashlight having at least two size 'D' cells or equivalent.
- B. a dye marker.
- C. an approved survivor locator light.

PLT385

51. Which is a requirement governing the carriage of carry-on baggage?

- A. All carry-on baggage must be restrained so that its movement is prevented during air turbulence.
- B. Pieces of carry-on baggage weighing more than 10 pounds must be carried in an approved rack or bin.
- C. Carry-on baggage must be stowed under the seat in front of the owner.

PLT409

52. What minimum rest period must be provided for a pilot assigned to Helicopter Hospital Emergency Medical Evacuation Service (HEMES) who has been on duty for a 47-hour period?

- A. 16 consecutive hours.
- B. 12 consecutive hours.
- C. 14 consecutive hours.

PLT424

53. A pilot in command who is authorized to use an autopilot system, in place of a second in command, may take the autopilot check

- A. concurrently with the instrument proficiency check, but at 12 month intervals.
- B. concurrently with the competency check, providing the check is taken at 12 month intervals.
- C. in any aircraft appropriately equipped, providing the check is taken at 6 month intervals.

PLT442

54. To serve as pilot in command in an IFR operation, a person must have passed a line check

- A. within the past 12 months, which include a portion of a civil airway and one instrument approach at one representative airport, in one of the types of aircraft which that pilot is to fly.

- B. since the beginning of the 12th month before that service, which included at least one flight over a civil airway, or approved off-airway route, or any portion of either, in one type of aircraft which that pilot is to fly.
- C. consisting of a flight over the route to be flown, with at least three instrument approaches at representative airports, within the past 12 calendar months, in one type of aircraft which that pilot is to fly.

PLT384

55. Before each takeoff, the pilot in command of an aircraft carrying passengers shall ensure that all passengers have been orally briefed on the
- A. use of seatbelts, smoking, and location and use of survival equipment.
 - B. location of normal and emergency exits, oxygen masks, and life preservers.
 - C. use of safety belts, location and operation of fire extinguishers, and smoking.

PLT078

56. (Refer to appendix 2, figures 184, 186, 187, 188, and 188A.) When are the pilots required to use oxygen on this FAR Part 135 flight from LAS to PVU?
- A. Starting 30 minutes after climbing through 10,000 feet until descending below 10,000 feet.
 - B. Starting 30 minutes after takeoff until descending below 10,000 feet.
 - C. Upon climbing through 12,000 feet on ascent, until passing through 12,000 feet on descent.

PLT440

57. Where must a certificate holder keep copies of completed load manifests and for what period of time?
- A. 30 days, at the flight's destination.
 - B. 1 month at its principal operations base, or at a location approved by the Administrator.
 - C. 30 days at its principal operations base, or another location used by it and approved by the Administrator.

PLT440

58. Who may be allowed to carry a deadly weapon on board an aircraft operated under FAR Part 135?
- A. Crewmembers and/or others authorized by the certificate holder.
 - B. Official bodyguards attached to foreign legations.
 - C. Employees of a municipality or a state, or of the United States.

PLT463

59. An employee who performs safety-sensitive functions, for a certificate holder, who has actual knowledge of an accident involving an aircraft for which he or she performed a safety-sensitive function at or near the time of the accident shall not use alcohol
- A. within 8 hours of the accident.
 - B. until given a release by the NTSB or FAA.
 - C. until 4 hours after the accident.

PLT442

60. No person may serve, as second in command of an aircraft (under part 135), unless they hold a commercial pilot certificate with the appropriate category, class rating and an instrument rating. For flight under IFR, that person must have accomplished within the last 6 months, the recent instrument requirements of
- A. holding procedures, using the navigation systems for intercepting and tracking courses, and 6 instrument approaches.
 - B. using the navigation systems for interception and tracking of courses, 6 instrument low approaches and holding.
 - C. using the navigation systems to intercept and track 3 inbound/3outbound courses, 6 holding patterns and 6 instrument approaches..

PLT282

61. If a certificate holder makes arrangements for another person to perform aircraft maintenance, that maintenance shall be performed in accordance with the
- A. provisions of a contract prepared by a certificate holder and approved by the supervising FAA district office.
 - B. certificate holder's manual and FAR Parts 43, 91, and 135.
 - C. provisions and standards as outlined in the certificate holder's manual.

PLT508

62. What is the maximum permissible variation between the two bearing indicators on a dual VOR system when checking one VOR against the other?
- A. 6° on the ground and in flight.
 - B. 6° in flight and 4° on the ground.
 - C. 4° on the ground and in flight.

PLT162

63. What action should be taken if one of the two VHF radios fail while IFR in controlled airspace?
- A. Notify ATC immediately.
 - B. Monitor the VOR receiver.
 - C. Squawk 7600.

PLT383

64. During an emergency, a pilot in command does not deviate from a 14 CFR rule but is given priority by ATC. To whom or under what condition is the pilot required to submit a written report?
- A. Upon request by ATC, submit a written report within 48 hours to the ATC manager.
 - B. To the manager of the facility in control within 10 days.
 - C. To the manager of the General Aviation District Office within 10 days.

PLT405

65. In addition to a two-way radio capable of communicating with ATC on appropriate frequencies, which equipment is the helicopter required to have to operate within Class B airspace? (Letter of agreement not applicable.)
- A. DME, a VOR or TACAN receiver, and an appropriate transponder beacon.
 - B. An appropriate ATC transponder.
 - C. A VOR or TACAN receiver.

PLT430

66. Unless otherwise prescribed, what is the rule regarding altitude and course to be maintained by a helicopter during an off-airways IFR flight over non-mountainous terrain?
- A. 1,500 feet above the highest obstacle within a horizontal distance of 3 statute miles of course.
 - B. 1,000 feet above the highest obstacle within 4 nautical miles of course.
 - C. 2,000 feet above the highest obstacle within 5 statute miles of course.

PLT459

67. According to FAR Part 91, when takeoff minimums are not prescribed for a civil airport, what are the takeoff minimums under IFR for a multiengine helicopter?
- A. 1 SM visibility.
 - B. 1200 RVR.
 - C. 1/2 SM visibility.

PLT366

68. What period of time must a person be hospitalized before an injury may be defined by the NTSB as a 'serious injury'?
- A. 48 hours; commencing within 7 days after date of the injury.
 - B. 72 hours; commencing within 10 days after date of injury.

C. 10 days, with no other extenuating circumstances.

PLT072

69. (Refer to appendix 2, figure 147.) At which time is IFR weather first predicted at Lubbock (KLBB)?

- A. 2100Z.
- B. 0400Z.
- C. 0100Z.

PLT059

70. (Refer to appendix 2, figure 145.) What condition is reported at Childress (KCDS)?

- A. Light rain showers.
- B. The ceiling is solid overcast at an estimated 1,800 feet above sea level.
- C. Heavy rain showers began 42 minutes after the hour.

PLT475

71. If squalls are reported at the destination airport, what wind conditions existed at the time?

- A. Sudden increases in wind speed of at least 15 knots to a sustained wind speed of 20 knots, lasting for at least 1 minute.
- B. Rapid variation in wind direction of at least 20° and changes in speed of at least 10 knots between peaks and lulls.
- C. A sudden increase in wind speed of at least 16 knots, the speed rising to 22 knots or more for 1 minute or longer.

PLT061

72. KFTW UA/OV DFW/TM 1645/FL100/TP PA30/SK SCT031-TOP043/BKN060-TOP085/OVC097-TOPUNKN/WX FV00SM RA/TA 07.

This pilot report to Fort Worth (KFTW) indicates

- A. the aircraft is in light rain.
- B. the ceiling at KDFW is 6,000 feet.
- C. that the top of the ceiling is 4,300 feet.

PLT063

73. (Refer to appendix 2, figure 152.) What weather conditions are depicted in the area indicated by arrow B on the Radar Summary Chart?

- A. Weak echoes; heavy rain showers; area movement toward the southeast.
- B. Strong echoes; moderate rain showers; no cell movement.
- C. Weak to moderate echoes; rain showers increasing in intensity.

PLT075

74. What is indicated on the Weather Depiction Chart by a continuous smooth line enclosing a hatched geographic area?

- A. The entire area has ceilings less than 1,000 feet and/or visibility less than 3 miles.
- B. Reporting stations within the enclosed area are all showing IFR conditions at the time of the report.
- C. More than 50 percent of the area enclosed by the smooth line is predicted to have IFR conditions.

PLT493

75. Which conditions result in the formation of frost?

- A. The temperature of the collecting surface is at or below freezing and small droplets of moisture are falling.
- B. Temperature of the collecting surface is below the dewpoint and the dewpoint is also below freezing.
- C. Dew collects on the surface and then freezes because the surface temperature is lower than the air temperature.

PLT121

76. (Refer to appendix 2, figures 77, 79, and 80.) What is the gross weight index for Loading Conditions WT-6?

- A. 181,340.5 index.
- B. 165,991.5 index.
- C. 156,545.0 index.

PLT021

77. (Refer to appendix 2, figures 29, 31, 32, and 33.) Where is the longitudinal CG located under Operating Conditions BL-5?

- A. Station 232.0.
- B. Station 234.9.
- C. Station 235.4.

PLT021

78. (Refer to appendix 2, figures 3, 6, 8, 9, 10, and 11.) What is the CG in inches from datum under Loading Conditions BE-1?

- A. Station 290.3.
- B. Station 291.8.
- C. Station 285.8.

PLT021

79. (Refer to appendix 2, figures 30, 32, 33, and 35.) What limit, if any, is exceeded under Loading Conditions BL-10?

- A. No limit is exceeded.
- B. Forward CG limit is exceeded at landing.
- C. Aft CG limit is exceeded at takeoff.

PLT021

80. (Refer to appendix 2, figures 30, 31, 32, 33, and 34.) Given Loading Conditions BL-6, what is the effect on lateral CG if the outside passengers from each row on the left side are deplaned?

Deplaned passenger weights are 170 pounds each.

- A. CG shifts 1.5 inches right, out of limits.
- B. CG shifts 1.6 inches left, out of limits.
- C. CG shifts 1.4 inches right, within limits.